

DRAFT: 3-10-10
FAIRFIELD TRAIN STATION SPECIFIC PLAN
GUIDING PRINCIPLES AND IMPLEMENTING POLICIES

On April 28, 2009, the City Council endorsed a set of Guiding Principles for preparation of the Fairfield Train Station Specific Plan. Further guidance is provided by Implementing Policies. The Principles and Policies are reflected in the Preliminary Land Plan (Attachment A), Illustrative Great Park Plan (Attachment B), and Illustrative Lake Park Plan (Attachment C).

TRANSIT-ORIENTED DEVELOPMENT

The project shall be a transit-oriented community. Its design shall create a strong sense of place that is unique and comparable to the best “greenfield” communities in the United States.

1. *Specific Plan will include design guidelines to ensure new development embodies high design standards for public and private development.*
2. *A strong sense of place is provided through preservation of open space surrounding development areas, preservation of hill formation at the northerly edge of residential area, and creation of significant lake features.*
3. *The Specific Plan will promote walkability through an extensive network of pedestrian and bike paths and a fine-grained street system.*

TRAIN STATION

The land use and circulation plans will be designed to support and enhance use of the planned train station. The density and intensity of development shall be greater in close proximity to the station.

1. *Higher density residential shall be located within walking distance of the train station. The Specific Plan will designate a minimum of 2200 dwelling units within a quarter mile of the train station.*
2. *Planned road improvements to Peabody Road, Cement Hill Road and Vanden Road will facilitate access to train station by residents outside of immediate vicinity.*

LAND USE

The land plan will take advantage of the project area and location in providing a mix of land uses, including a broad range of housing types and densities, public, commercial, office and industrial uses.

1. *The plan shall provide for a variety of land uses including, residential, retail, office, industrial, public uses, open space and agriculture.*
2. *Housing types shall include single family detached on a variety of lots sizes, townhouses, condominiums and apartments.*
3. *Residential densities shall range from less than 4 housing units per acre to over 32 housing units per acre.*

4. *Specific Plan process shall consider up to 6810 dwelling units. This number may be reduced through the planning and environmental review process.*

CIRCULATION

Circulation system shall include vehicular, transit, pedestrian and bicycle components, including extension of the Linear Park.

1. *The arterial street system serving Specific Plan includes widening of Peabody Road, Vanden Road, and Cement Hill Road.*
2. *Specific Plan proposes a new arterial street connecting Peabody Road to North Gate Road, including a railroad overcrossing.*
3. *A “transportation spine” shall be provided from the train station northerly to the industrial area. At a minimum, this spine shall include an off-street bike path but may include dedicated right-of-way for shuttle bus, electric vehicles or other transit options.*
4. *Linear Park will be extended from Peabody Road, through Specific Plan to Vacaville and a southeasterly extension to Center School, with a pedestrian overcrossing at Vanden Road at the old railroad overcrossing.*
5. *Road improvements shall be designed and constructed to mitigate the impacts of traffic from new development, in accordance with City standards.*

TRAVIS AIR FORCE BASE

Development shall be compatible with the continued operations of Travis AFB and shall protect its viability to accommodate future expansions and changes in mission.

1. *Specific Plan shall be consistent with the Travis Air Force Base Land Use Compatibility Plan.*
2. *In order to ensure compatibility with Travis AFB, no new residential development shall be allowed east of Vanden Road.*
3. *City will consult with Travis Air Force Base during the preparation of the Specific Plan.*

MUNICIPAL SERVICES

A Community Facilities District will be established so that new development will pay all costs associated with increased demand for municipal services within the specific plan area. This municipal service demand includes public safety (police protection and fire protection), park maintenance, street maintenance, and recreational programs. This may include staffing for a new fire station, if needed.

1. *A fiscal impact analysis shall be prepared by City prior to approval of Specific Plan.*
2. *A Municipal Services CFD shall be established for all land designated for residential development but exclude non-residential development.*

3. *The initial phase of the CFD shall be done concurrently with the initial subdivision map within the Specific Plan. Subsequent development shall annex to the CFD.*
4. *The tax rate for the CFD shall be set such that revenue to City from new residential development is equal to the cost of Municipal Services.*
5. *The CFD tax rate shall not be less than CFD 2006-1.*
6. *CFD shall include an index for annual adjustments in tax rate.*

MUNICIPAL IMPROVEMENTS AND FACILITIES

New development will be required to provide all municipal facilities and improvements needed to achieve and maintain adequate levels of service. Types of improvements include road, water and sewer infrastructure, drainage improvements, parks, and may include a new fire station. New development will pay for these improvements through a combination of impact fees, exactions and area-wide financing district(s).

1. *A public financial financing strategy shall be prepared by City prior to approval of Specific Plan. The strategy will estimate the cost of public infrastructure and methods to finance it.*
2. *All new development within Specific Plan shall pay its proportionate share of the public improvements needed to serve the area.*
3. *“Backbone Infrastructure” shall be financed through a CFD or assessment district to the extent feasible.*
4. *All land designated for development by Specific Plan will be included in the CFD or assessment district. Land designated for public uses or open space uses shall not have a CFD tax assessment.*
5. *The initial phase of the CFD shall be done concurrently with the initial subdivision map within the Specific Plan. Subsequent development shall annex to the CFD.*
6. *If a particular development is required to pay more than its proportionate share of public improvement costs, that development may be eligible for reimbursement of excess costs.*
7. *City will prepare a study of fire protection services for Specific Plan area. The study will determine whether fire services should be provided by an additional fire station or whether fire station #39 can be relocated. New development in the Specific Plan area would pay for the cost of any new facilities, equipment and staffing.*
8. *A Phasing Plan shall be included in Specific Plan to ensure that infrastructure is constructed prior to or concurrent with the demand created by new development.*

PUBLIC AMENITIES

Public amenities will be included which benefit the planned community as well as the city as a whole. Examples of such amenities include but are not limited to community park, community/youth center, lake and library.

1. *Specific Plan will include an approximate 50 acre “Great Park”, as shown on illustrative site plan (Attachment B). Great Park will include a water*

feature, sports fields and other recreation activities of city-wide significance.

- 2. An approximate 25-acre Lake Park will be provided, as shown on illustrative site plan (Attachment B). The lake will be surrounded by a public park with landscaping, walking paths, and gathering places.*
- 3. Public buildings proposed include a library building and community center.*

ECONOMIC DEVELOPMENT

The project shall provide opportunities for new jobs with industrial development east of the railroad and retail and office employment west of the railroad.

- 1. Specific Plan process shall consider up to a maximum of 5.5 million square feet of non-residential development, subject to the findings and conclusions of the planning and environmental review process.*
- 2. Non-residential development includes industrial, office, retail and public uses.*
- 3. Industrial development will include rail-served industry.*
- 4. A neighborhood shopping center, anchored by a grocery store, shall be designated along the east side of Peabody Road.*

SUSTAINABLE DEVELOPMENT

Sustainability will be promoted through such design features as compact development, mixed land uses, higher densities, transit and non-motor transportation modes, energy conservation and water conservation.

- 1. Development shall conform to the standards of AB 32 and AB 375.*
- 2. Specific Plan regulations will allow mixed use development in appropriate locations.*
- 3. Specific Plan regulations will include energy and water conservation measures.*

REDEVELOPMENT

The project will facilitate the redevelopment of existing industrial uses along Peabody Road to residential, commercial and mixed use development. The proposed industrial land east of the railroad will be designed to provide opportunities for possible relocation of existing industrial uses.

- 1. City will consider formation of a redevelopment project area for Specific Plan properties with existing development along Peabody Road and Cement Hill Road.*
- 2. Industrial land use regulations east of Vanden Road will allow relocation of certain existing non-residential uses, subject to construction to current standards*

OPEN SPACE

A robust open space system will be established to preserve key habitat areas and to provide public access and public recreational amenities in the portion of the Greenbelt within the specific plan boundary.

1. *Specific Plan will provide for approximately 1700 acres of open space land, including land for public parks, public open space, habitat conservation and agriculture.*
2. *Industrial development east of railroad will avoid impacts to wetlands and other significant biological resources, to the extent feasible.*
3. *Residential development will have convenient access to open space through a series of pocket parks, paseos and neighborhood parks.*
4. *Through development of Specific Plan more than 2000 acres of land east of Northgate Road will be permanently preserved for open space or agricultural uses.*
5. *An open space fee may be considered to acquire conservation easements or fee title ownership of land within Greenbelt for open space purposes.*

INTER-AGENCY COORDINATION AND COOPERATION

The City commits to work in coordination and cooperation with other public agencies to balance project objectives with those of other agencies. These agencies include Travis Air Force Base, Solano Transportation Authority, Solano Water Authority, Solano County, Local Agency Formation Commission, City of Vacaville, Solano Irrigation District, and Travis Unified School District.

1. *City will pursue amendment of Greenbelt boundary by Vacaville-Fairfield-Solano Greenbelt Authority.*
2. *City will pursue modification or termination of Noonan Reservoir by Solano Water Authority.*
3. *City will seek LAFCO approval of annexation of Specific Plan area.*
4. *City will seek funding from Solano Transportation Authority for Jepson Parkway improvements and other regional roads serving Specific Plan area.*